dependability and power output.

The two leading radial engine

slight alterations is being rerated

Weight Is Light.

the longer range Pan-American

Airways Clippers across the Atlan-

tic. Wright, too, has engines in the

None of the new American air-

craft power plants weigh much more

than a pound for each horsepower

Engines of 2,000 horsepower are

tage abroad, but they are of the

known to be in the experimental

neavier V-shaped, liquid-cooled, in-

Much has been said in recent

about the potential engine "bottle-

order were, in fact, asked to release

depend in part on the Air Corps'

engine procurement policy, the de-

equipping its pursuit planes with in-

that they could be better stream-

lined than planes with air-cooled

radial engines. Radials are star

Radial Type Navy's Standard.

the radial as its standard power

For years the Navy has accepted

The United States is at the tag

end of the parade on aircraft in-

shaped, with larger frontal areas.

Continuance of the bottleneck will cooled types.

serious handicaps in liquid-cooled On both British and United States

engine manufacture. For the last Army Air Corps contracts we now

them to the Army Air Corps.

2,000-horsepower class.

they develop.

for a 2,000-horsepower output.

than any engines in production ber, 1941.

horsepower.

weight planes

of the Boeing "17."

sions to protect.

American factories.

more efficient airplanes.

New Facts Brought Out.

It is a Pratt & Whitney engine, such dire need of American engines

rated at 1,850 horsepower, which with high horsepower output is that

carries along the new Navy Vought- in two lightning campaigns the

Sikorsky shipboard fighter at more Germans destroyed existing and po-

at 1,650 horsepower, are speeding ment planes in England

The reason the British are in

U. S. Needs Are Different.

Commission Disputed By Aircraft Leaders on 50,000-Plane Order

Claim Commitments In Industry for Only 37,000 Craft

By JOSEPH S. EDGERTON.

Disagreeing with National Defense Advisory Commission figures American aircraft industry have reported informally that contract commitments, as of today, call for only 37,000 airplanes.

Because of increased costs of labor and materials, deliveries under existing contracts actually may run considerably below the 37,000 total, in the opinion of industrial authorities.

Asked about the discrepancy in the figures, amounting to 13,000 airplanes, Advisory Commission officials said that no official statement was available, but indicated that the difference might be due to the contemplated production of parts for 12,000 bombardment airplanes by the automobile manufacturing industry, for assembly in four proposed Government plants. They admitted that contracts for these airplanes have not been awarded,

Includes 130,000 Engines. In an outline of its activities dur-

ing its first six months, the Advisory Commission said that contracts awarded to date by the Army and Navy, "plus such British and other foreign material orders as have been placed at the present time." call for 50,000 airplanes, 130,000 engines and other war supplies.

Representatives of the aircraft manufacturing industry, however, say that they have been committed by contract to only 37,000 airplanes. of which Great Britain, including Canada, has 16,000 on order and the United States military services have 21 000 on order

The Aeronautical Chamber of Commerce is said to be undertaking a survey of aircraft manufacturing plants to determine the exact situation as regards warplane orders.

Although aviation leaders do not want to be put in the position of contradicting Government claims as to orders, they fell that it is exceedingly unwise at this time to encourage any unjustified optimism as to current and potential production for national defense and aid to

Woman Driver's Blows Rout 'Stop-Sign' Bandit

mont and Florida avenues N.W.

He leaped to the running board of a car operated by Miss Sarah (Betty) Wilson, 33, a Public Utilities Commission secretary, opened a door and ordered her to "drive Miss Wilson, the daughter of

James E. Wilson, former police captain, threw her car into gear and tried to shake the colored man from the running board by a sudden spurt.

The engine, however, stalled. Not daunted and getting a bit whirled on the intruder as he was trying to shut the rear door. She beat him with her fists so fiercely that he leaped to the street and fled. Miss Wilson was on her way from work to her home at 504 Oglethorpe street N.W.

D. G. McCormick Dies; Brother of C. U. Official

Daniel G. McCormick, 58, brother of the Right Rev. Msgr. Patrick J. McCormick, vice rector of Catholic University, died yesterday at his home in Norwich, Conn., after a long illness, it was learned here. Msgr. McCormick left Washington yesterday to attend funeral services at Norwich

A life-long resident of Norwich. Mr. McCormick had been employed in the postal service. He retired five years ago because of ill health. Surviving, in addition to his brother here, are his mother, Mrs. Margaret E. McCormick; a sister, Miss Mary E. McCormick, and two brothers, Judge John T. and Dr J. McCormick, all of Thomas

A requiem mass will be held tomorrow at St. Mary's Church in

Gov. Lehman's Daughter Married at Elkton

NEW YORK, Jan. 3 (AP).—Gov. and Mrs. Herbert H. Lehman disclosed last night that their daughter, Hilda Jane, and Boris De Vadetsky of this city, had eloped to Elkton, Md., on December 1 and were married.

Announcement of the marriage was made by Walter Brown, the Governor's secretary.

Airliner Hostess **Buys Lonesome** General Cake

The general looked lonesome. That's the reason Joy Wadleigh, Pennsylvania-Central Airlines hostess, gave today for buying him a birthday cake, complete with pink

icing, with her own money. It happened New Year Day, but nobody heard about it until last night when a crew member on the 'birthday plane" mentioned it at

Miss Wadleigh, only seven weeks with the airline, was hostess on a Norfolk-bound plane when one of

the passengers, Brig. Gen. Samuel T. Ansell, former judge advocate general of the Army, told her it was his 66th birthday anniversary. The retired general was on his way home, to Currituck County, N. C.
When Miss Wadleigh got back to

Washington she went to a restaurant, ordered a birthday cake and took it along on the evening trip to Norfolk. When the general boarded the plane to return to Washington. Miss Wadleigh set the cake in front of him. He blew out the single candle, the passengers and crew sang "Happy Birthday" and the general wasn't lonesome any more.



yesterday as officers for the coming year were inducted, are (left to right): Herbert S. Woods, new vice president; William A. Edelblut, retiring president, who is handing over the gavel to Corneal J. Mack, his successor, and Paul V. B. Heiss, the new secretary. -Star Staff Photo.

U. S. Warplane Engines Called power a month. World's Fastest and Toughest

Production Bottleneck Expected to End By Summer

What about the engines which power our warplanes? How bad is the "bottleneck" in their production? What is involved in relieving this situation? These and other pertinent questions are answered in the following article. the second of a series by Devon Francis, aviation editor of the Associated Press.

By DEVON FRANCIS. Associated Press Aviation Editor.

NEW YORK, Jan. 3 .- When Roscoe Turner, the elder statesman of American air racing, won the bigmoney Thompson Trophy event at Cleveland in 1938 by running his 1,200-horsepower engine wide open for a solid hour, he helped peg American aircraft power plants as the world's best

Flushed, tired and more than \$20,000 richer for his hour's toil, big Roscoe taxied his silver monoplane to the line and cut the switches. "Wide open, all the way," he announced, amazed

Forthwith, mechanics tore down A "stop sign" bandit picked the to it. Airplane enginess were not mains fer determination. Much of wrong motorist for a victim at Ver- meant to take that punishment. Its our production is destined for Enginterior looked almost as good as the day it came off the factory production line.

land. President Roosevelt's "rule-of-thumb" division of our warplane output equally between our armed Criticism of American warplanes.

in comparison with those of Germany and England, cannot be made on the counts of speed or engine dependability Production Rate Criticized.

eled at our engine production. That with the policy of all aid short of both America's strength and war. weakness in the race for air rearma-Not daunted and getting a bit our current production will equip trickle of production from automo-angry by this time. Miss Wilson only 600 to 700 combat planes a bile factories now tooling up to month.

New U. S. Planes Top Speed of Nazis' Record-Holder

By the Associated Press. NEW YORK, Jan. 3 .- Published airplane speeds often are subject to sharp discount so far as their use in military work is concerned.

The world's "absolute" speed record, achieved over a threekilometer course last year, is 469.2 miles an hour. It is held by a German plane from which current Messerschmitt "109" fighter was developed. The fighter's top speed is about 360 miles an hour, not as fast as some new American types. The difference is accounted for in the fighter's greater load in armament and fuel for longer range, and in the lesser degree of perfection in a "production" plane as compared with a spe

The engine "bottleneck" will be relieved appreciably by late spring

cially-built racer.

But what that will mean in terms the engine to see what had happened of greater American air power reforces and England has been re-

The greater part of the output of some warplane factories, and all of that of some factories, is going to England as fast as it comes off the Criticism can be more justly lev- assembly line. That is in keeping In the next five or six months

We have the world's best two major engine factories and radial, air-cooled plane engines, but their branches, buttressed by a make plane engines, are expected

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wait for! Spectacu-

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tailored in the sea-

son's newest drape

and conservative

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Values!

English Bals, Set-in

Sleeves, Fly Fronts and

Men's—Boys'

to be turning out 3,000,000 horse-

In terms of units that is the equivevery month 1,500 airplanes of all

On American engines even more than on American planes is going line liquid-cooled engines, arguing to depend in good part the maintenance of British bombing power. On them will be predicated the future of American air power.

of warplanes are functions of design, wing loading and power loading. No nation has a copyright on design. Our latest pursuits, for example, copy many of the best features of British and German pur-

Wing loading means the relation between the weight of a plane and the wing area-the higher the weight the faster the plane. Power loading means the relation between the weight of the plane and the engine horsepower-the lower the weight the faster the plane.

Engine Makers Hold Key.

Design and wing loading can be

EXCESSIVE can be conquered

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alent of 3,000 engines of 1,000 horse-power each. That would equip types-bombers, patrol planes, pursuits and observation planes-including the "spares" which go with

Speed and bomb-carrying ability

changed at the pleasure of the engineer, but as the armed services make demands for bigger airplanes and higher speeds it is the engine manufacturers who hold the key to the superior performance of our In the radial shaped, air-cooled

field no other nation has been able



Our Reg. \$49.95 Value! 3-Pc. Maple Finincluding bed,



Our Reg. \$109.95 Value! 9-Pc. Walnut Veneer Dining Room Suite. Buffet, S china cabinet, extension table and



Our Reg. \$59.95 Value! 2 - Pc. Living Room Suite. Smartly styled S with luxurious spring construc-



Our Reg. \$49.95 Value! 3-Pc. Modern Suite including bed, chest and choice of dresser or vanity. Finished in walnut on hardwood



ers. Solid maple Our Reg. \$129.95 Value! 9-Pc. Dining Room Suite. Buffet, china cabinet, table, 6



Our Reg. \$114.95 Value! Virginia Sofa and contrasting barrel back chair. Both pieces of fine conin cotton tapestry.



William Allen White to approach American engines in the Allison, with a rating of 1,090 In-line engine production is still manufacturers, the Pratt & Whit- only a few hundred units a month, **Drops Active Role** ney division of the United Aircraft though the General Motors Corp., Corp. and the Wright Aeronautical parent company of the concern Co. (the latter a subsidiary of the manufacturing Allisons, announced Of Aiding the Allies Curtiss-Wright Corp.), are turning recently 1,000 engines a month out engines of greater horsepower would come off the line by Novem-

Emporia Editor Suggests 'High-Visioned Young Man' Succeed Him

than 400 miles an hour at optimum tential bases from which the Britaltitude. That is a top, not a cruis- ish could bomb effectively with their

ing, speed. The same engine with standard, short-range, medium-EMPORIA, Kans., Jan. 3.-William Allen White, who stepped outorganize the Committee to Defend every encouragement and support When the Germans seized Norway and conquered the Low Countries and France they forced the America by Aiding the Allies, has Improved Wright engines, rated British to base all their bombardtaken up his blue pencil again with the suggestion that "some strong, high-visioned young man" succeed The designs for British planes him as committee chairman.

The publisher of the Emporia had not been drawn with that contingency in view. Today they must Gazette resigned active chairman- By the Associated Press. ship yesterday and New York headhave American planes of great power, range and bomb-carrying ca- quarters accepted with the "great- Nelson Davis and Mrs. Edith June, pacity, such as the Consolidated est reluctance." "24" and the later, faster versions Committee will meet Tuesday to swapping" case last summer, disname a successor.

Both types, four engined, were de-Remains on Executive Committee. veloped specifically for the peculiar Mr. White will be honorary chairman and a member of the Execu- last fall, are living in a four-room problems of American defense. Our bombers have lengthy coast lines, a tive Committee of the group which vast continent and outlying posseshe organized last May and which has received \$225,000 in small gifts Davis is ill with influenza. Once the problem of British needs from 12,000 contributors. months, beginning with a statement is reconciled satisfactorily with

Secretary Morgenthau of the American needs in air armament, Treasury Department last winter, the breaking of the engine bottleneck will depend on the accelarated neck." Airlines with engines on production of high-powered airthat his only reason for committee Cramton. cooled engines and the further demembership was "to keep this counvelopment and production of liquidtry out of war." brought from Mayor Fiorello H. La Guardia of New Great Britain is using liquid-York an assertion the Emporian cooled Rolls-Royce engines in its had "done a typical Laval." mands of Great Britain and on Hurricanes and Spitfires, which in Resigning, Mr. White said "the how fast this country can overcome design are at least five years old.

need for hard concentrated intel-

two years the Air Corps has favored propose to duplicate that engine in many instances is only negligibly higher, and in one instance was lower, than that of liquid-cooled How advisable that is it will re- engine main for history to judge. Some Ou. Republic pursuit,

peculiar facts about airplane speeds equipped with a 1,200-horsepower and engine types are emerging from radial, is reported to have a speed engineers' arguments, fostered by of more than 360 miles an hour, the demands of the Air Corps for approximately that of the better known Curtiss "40." fitted with an The National Advisory Committee in-line engine. That, too, incifor Aeronautics discovered in wind dentally, is the speed of the stand-tunnel tests that the "drag" of ard German fighter, the Messerradial engines equipped with barrel- schmitt "109." It is equipped with Our only large in-line engine is like coverings called cowlings in an in-line

ligent work on the chairman job is too much for a man who has to earn a living running a country newspaper" and suggested the position requires "some strong, highvisioned young man" who could de-

vote his full time to the task. "The menace of appeasement is heavily financed and only our committee is organized to meet this The need to keep public sentiment alive to the terrible danger of a let-down in our armament program will require even more service from our committee than

so far it has been organized to give. "Finally, yet foremost, America must keep the lifeline open between the United States and Great Britain and must give to the President

Two 'Wife-Swapping' Case Principals Wed

LAPEER, Mich., Jan. 3 .- George The Executive two of the principals in a "wifeclosed yesterday they were married New Year Eve. The two, who obtained divorces

log cabin with 14 children by previous marriages. Clarence June and Mrs. Mildred

His resignation followed disagree- Davis, the other principals, cannot ment among members and wide- marry before December 17, 1942, spread discussion of committee aims. under terms of a divorce granted A recent statement by Mr. White June by Circuit Judge Louis C. The Marine Corps now has about

44,000 enlisted men and 3,000 officers













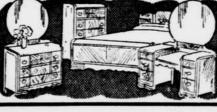
tion that is guaranteed and cotton tapestry covers.



Our Reg. \$64.95 Value! 3-Pc. Maple Liv-Auto spring-filled cushions in cotton tapestry cov-



chairs. Genuine walnut veneers on

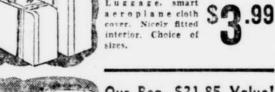


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lator. Modern style cabinet. small cost. Our Reg. \$39.95 Value!

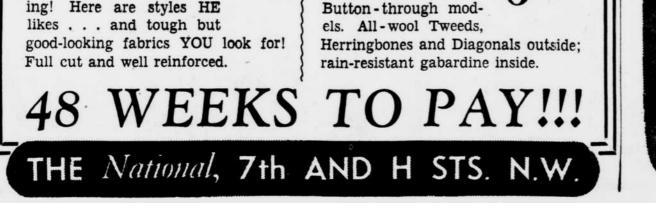




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